

Air Daredevil Leaps Between Racing 'Planes

**Catches Ladder of Machine
Ten Feet Above as Two
Are Speeding at 80 Miles
an Hour Over Sheepshead**

Hangs as a Pendulum

**Holiday Crowds Gasp as
Flock of Pilots Dive and
Risk Death in Air Derby**

Ten thousand persons stood against yesterday at the Sheepshead Bay Speedway and watched Lieutenant Ormer Locklear leap from one airplane to another in mid-air.

But ten feet separated the two machines as they whirled through space at eighty miles an hour. Standing upon the upper wing of the lower airplane, Locklear waited his opportunity to jump for the rope ladder dangling from the under carriage of the upper machine.

It had been his intention to make the jump right in front of the grandstand. But the stiff breeze that was blowing held the ladder out at an acute angle to the machine above him. Nearer and nearer the two machines came together until it seemed as though they would crash and hurl the man from his perch.

Then as the airplanes were about to pass over the grandstand, Locklear made his leap. A cry of horror escaped the crowd as they watched the jump and the next moment the two machines were hidden from view. Two seconds later they swept back in a sharp banking turn into full view of the crowd.

Makes Human Pendulum.

There, hanging over the end of the ladder, with his feet, head and arms dangling, was Locklear. At the machine tore through the air in front of the grandstand he waved his arms mockingly to the spectators below him. For two full minutes he remained in this position, his body dangling at the end of the rope like a pendulum in the breeze. Then he slowly climbed his way up into the fuselage of the machine.

As a fitting end to the "stunt," Lieutenant Shirley Short, who was piloting the machine, put it into a spinning nose dive, which he maintained until he was perilously close to the ground. Lieutenant Locklear's feat would have been impossible but for the remarkable piloting of Lieutenants Shirley Short and H. B. Shields, who ran their planes with no more than ten feet between the undercarriage of one and the top wing of the other. Shields had never before piloted for this "stunt."

Throughout this flight the two machines jumped unsteadily in the heated air, and only the firmest handling by the two airmen prevented them from crashing.

Earlier in the afternoon Lieutenant Locklear had given an exhibition of aerobatics in the air on Elliott's machine. As the airplane went back and forth in front of the grandstand at tremendous speed he hung from the undercarriage with his heels and waved at the crowd. He climbed all over it and did various calisthenics on the wings and tail.

The course at Sheepshead Bay was patrolled by the aviation "cops" of New York City. They failed, however, to keep the crowds from climbing over the steel fences and getting on the infield.

Held Up at Gates
The only time they seemed to be efficient was when Locklear was brought out to make his bow before the audience. He had been brought across the field in an automobile, but at the gates the aerial policemen refused to let the car go through.

In consequence Locklear was compelled to walk along the speedway in the center of a mob of boys who had clambered over the rails.

During the afternoon, there was an aerial derby with four starters, three of which were Curtiss biplanes, and one old-type Blériot monoplane. The latter was piloted by Jean Dementie, who finally left the race to indulge in aerial aerobatics to the amusement of the crowd.

The other three finished in the following order over the twenty-five-mile course: First, Lieutenant H. B. Shields; second, Lieutenant Shirley Short; and third, Lieutenant Paul Miceli. The time was 16:45.

Dementie lived up to his title of "champion upside-down flier of the world" during the afternoon, and also performed several thrilling "stunts" that appeared all the more remarkable in view of his peculiar machine.

For fifteen minutes Lieutenants Elliott and Short gave an exhibition of dual aerial vaudeville, flying within twenty feet of each other throughout. They looped the loop together, rolled and did all the tricks known to the airman. Finally, when within a few feet of the ground, they did the "impossible turn" together.

Later the same two airmen went through all the evolutions of an aerial battle. Every evolution used at the front in aerial warfare was exhibited, and finally one of them, assuming the position of the vanquished, nose-dived to earth, coming out of the spin just in time to land safely.

**Aviator's Life Is Saved
Twice in One Minute**

**Missup in Parachute Leap at
Atlantic City Is Followed by
Difficult Rescue in the Water**

Special Correspondence.
ATLANTIC CITY, May 30.—T. H. Godwin, aged twenty-six, of Exira, Iowa, a chief quartermaster of the United States navy, had his life saved twice in less than a minute here this afternoon during a test of aerial life preservers before a committee of authorities.

After making a fine descent with a parachute from an airplane speeding at seventy miles an hour a thousand feet above the port, Godwin went up the second time to show that the life preserver could be operated from any position, no matter what the airplane

happened to be doing at the time. Ed die Stinson, the driver, flipped the plane over on its back and started it swooping along upside-down at a 1,000-foot altitude, and Godwin leaped.

The sudden weight on a trigger rope, running from a strut alongside the cockpit to the bag containing the parachute, snapped it before the rope had performed its function of unfurling the strings laced through the sides of the container, and Godwin came hurtling toward the earth like a comet. After dropping 300 feet in five and one-half seconds the friction on the edges of the folds of the container snapped the strings, releasing the parachute within and checking his fall. This saved his life the first time.

The parachute nipped into the waters of the thoroughfare adjacent to the airport thirty seconds later and Godwin was in the second struggle for his life. He was unable to swim and soon was tangled up in the equipment

of the parachute. William J. Donnelly, 227½ North Montpelier Avenue, Atlantic City, a former beach life guard, saw him plunge into the water, and without removing his clothes took a running dive. Swimming to Godwin he managed to clear him of the ropes and hold him up until a boat arrived from the port and picked him up. He was dazed when brought ashore, but soon revived and was presented to the cheering crowds in the grandstand.

Werner Genot, a Belgian, made a beautiful drop with another parachute invention from 20,000 feet in the air in a leap from a St. Ison chariot, scooting over the airport a little later. He made the descent in 4 minutes 11.2 seconds. This parachute had him fastened under the fuselage of the airplane.

George Weiss, of Pittsburgh, a former naval balloon jumper, operating under the same conditions, dropped 20,000 feet in 1 minute 38.2 seconds.

Pilot Wrecks His 'Plane To Avoid Hitting Man

**Crash Into Fence May Be
Fatal to Aviator, While His
Passenger Also Is Injured**

Robert J. Wilde, a professional aviator, received injuries which may prove fatal when he wrecked his machine at the Brighton Beach racetrack yesterday in an effort to avoid a man who had walked out into his course.

At the time of the accident Wilde was piloting William E. Rice, 27, of 119 Home Avenue, Rutherford, N. J., an aviator. Rice was also injured. Both men were taken to the Conely Island Hospital, where it was said Rice would be able to go home, possibly today.

Wilde was taking Rice into the air for an exhibition flight for a considera-

tion. A big crowd pressed round the machine as it started, and when Wilde had reached the edge of the field, a man darted across the path of the machine.

The pilot attempted to take off from the ground to evade the man, but did not have sufficient speed. Failing to rise, the airplane crashed straight into the fence, carrying away 30 feet of the boarding, which fell on top of the demolished airplane.

Both men were strapped in the machine, and were unconscious when reached. Wilde, who was recently discharged from the army, lived at 525 North Curly Street, Baltimore. He was twenty-six years old.

**High Tribute Was
Paid to Hawker by
Commander of NCs**

Just before the three giant naval NC

John H. Towers, "admiral of the transatlantic air fleet," was asked what he thought of Hawker and his chances. He replied:

"I know Hawker well. I am sorry to see the attitude of some people who think he is a faker because of his wait for favorable weather conditions. Hawker knows no fear, and is an exceedingly good pilot. The chances are heavy against him, but if any one will succeed under those conditions I think he will. I wish him the best of luck."

New Air Passenger Service

MADRID, May 30.—A company has been formed with Spanish capital to inaugurate a passenger, mail and merchandise aerial service between Madrid and several of the provincial capitals.

NC-4 Has Made Trip Of 3,493 Miles at Speed of 72 an Hour

The seaplane NC-4 that started from Lisbon for Plymouth yesterday, won the glory of the first trans-Atlantic flight for America when she alighted upon the waters of the River Tagus at Lisbon at 8.02 o'clock (4.02 p. m. New York time) Tuesday evening, May 27. She had just completed the last leg of her flight across the Atlantic from Ponta Delgada, Azores, a distance of 800 nautical miles.

Sole survivor of the three giant seaplanes which left Rockaway Point, L. I. May 8 on the epoch of making attempt to fly across the Atlantic, she yesterday attempted to complete the

programme laid down for the seaplanes. The flight was to end at Plymouth, England, where the machines were to be dismantled and shipped back to America.

The first day following her arrival at Lisbon was spent overhauling the engines. It had been planned to fly from Lisbon to Plymouth on Thursday, but adverse weather conditions caused a postponement until yesterday.

When the NC-4 reached Lisbon she had traveled since leaving Rockaway Point a distance of 3,150 nautical miles, having been in the air 43 hours and 33 minutes. With the 343 miles covered yesterday she has made a 3,493-mile journey. Her average speed had been 72 sea miles per hour for the whole journey, although her speed from Trepassy, Newfoundland, to Horta, Azores, and from Ponta Delgada to Lisbon averaged far above that figure.

Broadway

Store Hours:
9 A. M. to 5:30 P. M.

Saks & Company

In the Heart of New York--Direct by Subway, Tube and "L"

at 34th St.

Store Hours:
9 A. M. to 5:30 P. M.

On Sale Today—

Boys' Smart Navy Blue Serge Suits



Sizes 8 to 18 years

at \$13.00

No boy's wardrobe is complete without a "Blue Serge." These are excellently tailored in Blue Serge of a highly dependable quality, and at \$13 are exceptional value. The styles are the newest for Summer wear. *Illustrated.*

Of a very high standard of tailoring—

Boys' Blue Serge Suits at \$16.75

Finer Suits for boys are not to be had. The tailoring is of a standard that assures splendid service, and the styles quite uncommon in their smart lines. Sizes 11 to 18 years.

REDUCED!

Boys' Serviceable Suits to \$9.75

Some with extra knickers. Broken assortments of some of our best selling models, carefully tailored in novelty mixtures of known dependability. Sizes 10 to 18 years. *Second Floor.*

Now Ready on the Fourth Floor

A Wonderful Selection of

New Bathing Costumes

For Women and Misses



\$4.95

\$4.95

Exclusive Saks styles in Knit Worsted and Silk Bathing and Beach Costumes, displaying a wealth of novel style treatments to be seen in no other collection.

The styles are not only new and exclusive, but the best in New York at these prices:

Taffeta, Satin, Silk Poplin, Mohair, Surf	
Satin, and fancy silk.....	\$3.95 to 39.50
Bathing Tights.....	.95 to 3.95
Caps and Hats.....	.50 to 5.95
Shoes and Slippers.....	.50 to 4.95
Diving Caps.....	.15 to .75

Saturday Only—

Women's Bathing Suits Special \$4.95 and \$5.95

In Silk Poplin, Satin, Surf Satin, and Worsted slip-on models, or with tights attached. Black and Navy, trimmed in contrasting color. Sizes to 44. *Fourth Floor.*

Saturday Only—

300 Women's New Voile Frocks

Special

at \$12.50

The coolest, most practical of frocks for Summertime, made of serviceable Cotton Voiles, in flowered foulard, and striped patterns of unusual appeal.

One of twenty distinct styles is pictured at the left, in vestee effect, carefully developed in Woven Tissue Voile with Satin Stripes.

Colors: Copenhagen Blue, Pink, Lavender, Rose, Black and White. Sizes 34 to 44. *Fourth Floor.*



Saks & Company

Announce an Exhibition and Sale of

Real Amber Necklaces

Now very much in demand but difficult to obtain

At \$12.50 to \$250.00

Amber is now very difficult to obtain, and we feel justly proud of having received this rich shipment of necklaces. They come in various lengths, and are made of cut amber, smooth amber, clear and clouded amber, Jade in combination with amber, Crystal and amber, and Ivory in combination with amber.

Also included in this Exhibition—

Real Antique hand-carved pendants of Amber, Jade, or Amethyst

At \$7.50 to \$35

Main Floor.

On Sale Today!

Girls' Organdie Frocks

of a character seldom seen

at \$7.50

Pretty organdie afternoon frocks, with pleated frilling at neck and sleeves, wide crushed sash with flowing ends, and smartly tucked skirt. Obtainable in

Orchid, pink and blue.

Sizes 12 to 16 years. *Second Floor.*



For Immediate Clearance

Misses' Smart Suits

Formerly \$39.50 to \$55

Reduced to \$28

Stunning Box Coat, Russian Blouse, waistcoat, and severely tailored models in a great variety of the most wanted materials, some with Gilets in plain or fancy effects. Sizes 14 to 18 years.

Very Youthful and Distinctive—

Misses'

Summer Frocks Special \$25

Frocks for afternoon and street wear, the beach and the links, in beautifully draped, tunic and embroidered models, fashioned of Silk Foulards, Taffeta, Satins,orgette Crepe, Organdie, and imported Plain or Figured Cottonorgette.

A better collection of frocks at \$25 cannot be found



Misses' Serge Capes

Formerly \$29.50 to \$49.50

Reduced to

\$19.75, \$25.00 and \$29.50

Very youthful, practical models, in coattee front, Pleated and Draped effects, with large collars or throw scarfs. Sizes 14 to 18 years. *Second Floor.*



A Remarkable Sale of

White Summertime Blouses

For Women and Misses

on the Third Floor, affords substantial savings on the very newest of Paris-Inspired Blouses

Chic, exquisitely made Blouses, reproducing with marked fidelity all the rare charm and beauty of their expensive Parisian prototypes. We cannot hope to duplicate them later at these remarkable prices:

At \$1—Beautiful Checked Voile and White Voile Blouses, tastefully trimmed with lace or embroidery.

At \$2—Dainty Organdie, Madras and Batiste Blouses, in most charming frilled effects.

At \$1.45—Sheer Dimity and French Voile Blouses, beautifully trimmed with lace or strictly tailored.

At \$2.50—Very dressy Summer Blouses, in Voile, Organdie, Dimity or Batiste, tastefully lace trimmed.

Also included in the Sale are—

Beautifulorgette Crepe Blouses.....	At \$3.95
Handsome Hand-made French Blouses.....	At \$5.75 to \$16.50
Philippine Hand-Made Blouses.....	\$5.50 to \$10